

CONSTRUCTION METHOD STATEMENT

**SITE AT: FORMER DEXTER PAINTS SITE, GANNOW LANE,
BURNLEY.**

LOCAL AUTHORITY REF: FUL/2021/0136

OUR REF : NIX/ 09

DATE : October 2023.

1. Introduction.

This Statement is made to discharge the terms of planning condition no. 8 of planning approval ref : FUL/2022/0136 , granted planning permission on 12TH June 2023. The matters covered by condition 8 are set out below:

- 24 Hour emergency contact number.*
- Details of the parking of vehicles of site operatives and visitors.*
- Details of loading and unloading of plant and materials.*
- Arrangements for turning of vehicles within the site.*
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.*
- Measures to protect vulnerable road users (pedestrians and cyclists).*
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.*
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.*
- Measures to control the emission of dust and dirt during construction.*
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.*
- Construction vehicle routing.*
- Delivery, demolition, and construction working hours.*

Accordingly, this statement is arranged in the same order of paragraphs as those of the condition to enable direct comparison of the matters concerned.

2. 24 Hour emergency contact number.

The site is in the ownership of Alex Wright Developments Ltd, whose registered office address is :

*Feldwood, St Michael's Road
Bilsborrow*

Preston.

Lancashire

PR3 ORS

The site development contract is to be carried out by J & P Nixon Builders Ltd, whose registered address is:

1 Ash Lea Cottages, St Michael's Road

Bilsborrow

Preston

Lancashire

PR3 ORT

J & P Nixon are experienced builders and contractors and have a permanent Property Maintenance Company and enquiries and contact can be made to them on 01995 640969.

3. Details of the parking of vehicles of site operatives and visitors.

- 3.1.** Measures will be put in place to ensure that any nearby access points and a through route along Gannow Lane will not be impeded by vehicles visiting or using the site. To this end, all vehicles will be directed towards the access point of the site. The site will be monitored by the site manager to and any vehicles causing obstruction moved promptly.

The parking areas for staff and visitors is shown on Plan 1 attached. The key methods of managing site operative and visitor traffic at the site are:

- keeping pedestrians and vehicles apart including on site and when vehicles enter and exit the workplace
- minimising vehicle movements
- eliminating reversing vehicles or minimising the related risks
- ensuring vehicles and pedestrians are visible to each other
- using traffic signs, and
- developing and implementing a traffic management plan.

4.0 Details of loading and unloading of plant and materials.

- 4.1.** The loading and unloading area(s) for plant and materials should be within a site compound area as shown on plan 1. To assist with site management, traffic movement to and from the site will be managed by:

- Vehicles removing or delivering materials should have their loads effectively sheeted
- Any fine powder material should be in closed vehicles

- Times of lorry movements should be restricted between 8.00am and 4.30pm
- Contractors to give at least 48 hours notice of deliveries to avoid a conflict of deliveries and to ensure traffic flow at all times
- Vehicles to pull onto the site for unloading whenever possible
- Liaise with any other sites in the area

5.0. Arrangements for turning of vehicles within the site.

- 5.1.** The first part of the access into the site will be constructed to base course level to allow for vehicular access. This creates an on site turning area for vehicles. The position of the turning area is shown on the Plan 1 attached.

6.0. Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.

- 6.1.** The delivery vehicles to access the site will be controlled on an appointment basis to avoid congestion. Delivery vehicle sizes will be restricted in size by using a just in time delivery system. Where an artic is necessitated, the first part of the access into the site will be constructed to base course level, allowing on site turning. A swept path map showing this turning area for a four-axle vehicle is shown on Plan 1 attached.
- 6.2.** The attached plan shows the positioning within the site of the parking areas for staff and visitors and that for construction traffic vehicles. The visitor and construction traffic areas will be controlled on an appointment basis only, to avoid on site congestion. The areas will be well sign posted so that pedestrian and vehicles can move around the site safely and vehicle movements are kept to a minimum.
- 6.3.** All traffic will be direct to the central access point into the site. Deliveries will arrive by appointment to ensure free access to the site. The site will be monitored by the site manager and any vehicles causing obstruction moved promptly. Make sure that all drivers and pedestrians know and understand the routes and traffic rules on site. Use standard road signs where appropriate

7.0. Measures to protect vulnerable road users (pedestrians and cyclists).

- 7.1.** Pedestrians and cyclists entering the site will be strictly controlled by barriers at all entrances. There will be separate vehicular and pedestrian/cyclists entrances. Pedestrian and cycle routes will be clearly defined and barriers and guard rails put up where necessary. Vehicles to be equipped with warning devices and flashing beacons.
- 7.2.** A positive barrier will be installed to segregate the site from the adjacent highway and the

public pathways around the site will not be blocked so that pedestrians will not have to step into the vehicle route. Standard road signs will be used where appropriate so that all pedestrians, cyclist and drivers can understand the routes and traffic rules around and on the site. The site will be properly secured when finishing work for the day.

8.0 The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.

8.1. Security fencing will be installed around the site compound area. This will be a minimum of 1.8 metres in height and as a minimum shall enclose the compound area with suitable secure gates. It should comply with all Quality Management obligations and requirements.

- it should be of a suitable height to deter entry
- it should be difficult to climb
- it should be difficult to gain access underneath
- it should be stable and able to withstand anticipated wind loads
- any gates and joints in the fence should be securely connected to prevent someone from finding a weak point for entry.

There will be no public viewing during site works, as the properties are to be rented and not to be sold in any phased manner.

9.0. Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.

9.1. A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. An area will be constructed on a level section of road at the entrance to the Development site itself to allow vehicles to be washed down prior to leaving the site.
2. A manual cleaning system is to be put in place where as all traffic leaving the site are to have their wheels cleansed by hose /brush system as and when required.
3. Large / heavy deposits are to be removed manually using scrapers.
4. Once the initial wash has been undertaken the vehicle should then move forward to allow the remainder of the wheel to be washed.
5. On completion the wheels are to be inspected and confirmed that the vehicle is fit to leave the site.

10.0 Measures to control the emission of dust and dirt during construction.

- 10.1** The BRE guide 'control of dust from construction and demolition activities' was issued by the Building Research Establishment (BRE) in 2003. It has no statutory standing and does not constitute regulation and so this report can only have regard to it. With regard to statute, the area is not an Air Quality management Area (AQMA). None of the measures and recommendations proposed here override any other statutory control that may be operated by the local Authority.

Dust from traffic

- Vehicle movements will be kept to a minimum required.
- Vehicle speeds at and around the site will be kept to 20mph to reduce dust generation.
- The public highway outside the site will be cleaned subject to Local Authority and highway approval.
- The edges of the roads and paths outside the site will be cleaned with a broom with water damping where necessary
- vehicle engines will not be left running on or near the site

Dust from handling, storage and disposal of dusty materials

- aggregates or fine materials will be transported in closed tankers or enclosed or sheeted vehicles.
- Handling areas to be kept clean and free from dust.
- Material handling methods for loading and unloading will minimise the generation of air borne dust and damped down if necessary using water.
- Drop heights for loading and unloading will be kept to a minimum.
- Any skip storage for such materials will be covered.
- Any significant drop heights will be in enclosed chutes.
- All loads will be damped down whenever possible.
- Equipment for cleaning will be in place for accidental spillage.
- Any materials more than 3mm particle size to be in bunded areas.

Dust from site preparation.

- vegetation and cover to be removed in sections, not all at once.
 - exposed surfaces to be stabilised as soon as possible.
 - All excavation and digging areas to be kept damp and avoided during exceptionally dry weathers.
 - Any stored soil to be sealed by seeding or covered with tarpaulins
1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
 2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
 3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard. On site roads will be kept as free of mud as is practicable during ground working operations.

4. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.

If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

11.0 Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.

11.1 The following guidelines are to be used where appropriate:

- different types of waste to be segregated on site using skips where possible.
- a minimum of storage for wood; inert and mixed materials and metal.
- In the event of lack of space, a licensed waste management company to deal with the waste.
- All waste carriers to have a valid waste carrier certificate.
- For any hazardous materials, correct notification to be given to the statutory bodies.
- Recycle suitable spoil, foliage and any surplus materials to avoid need to transport materials.
- 'just in time' deliveries to be arranged of the materials need to reduce storage and material losses.
- Store liquids away from drains and in bunded areas to prevent pollution.

14.0 Construction vehicle routing.

14.1 Virtually all of the traffic will approach the site from along Gannow Lane from the east, which leads to Gannow Top at junction 10 of the M65, approximately 500 metres distance from the site. The entrance to the site is from Saltburn Street, about 20 metres from its junction with Gannow Lane. This turns into Harling Street, with through access onto White Street. There are no residential properties fronting onto Saltburn Road. This small stretch of road is therefore suitable for use to service the site. No traffic will be allowed to get to the site via Harling Street and site notices will be put up to that effect.

14.2 The main route to and from the site is shown on the plan 2 attached .

15.0 Delivery, demolition, and construction working hours.

15.1 Hours of Operation

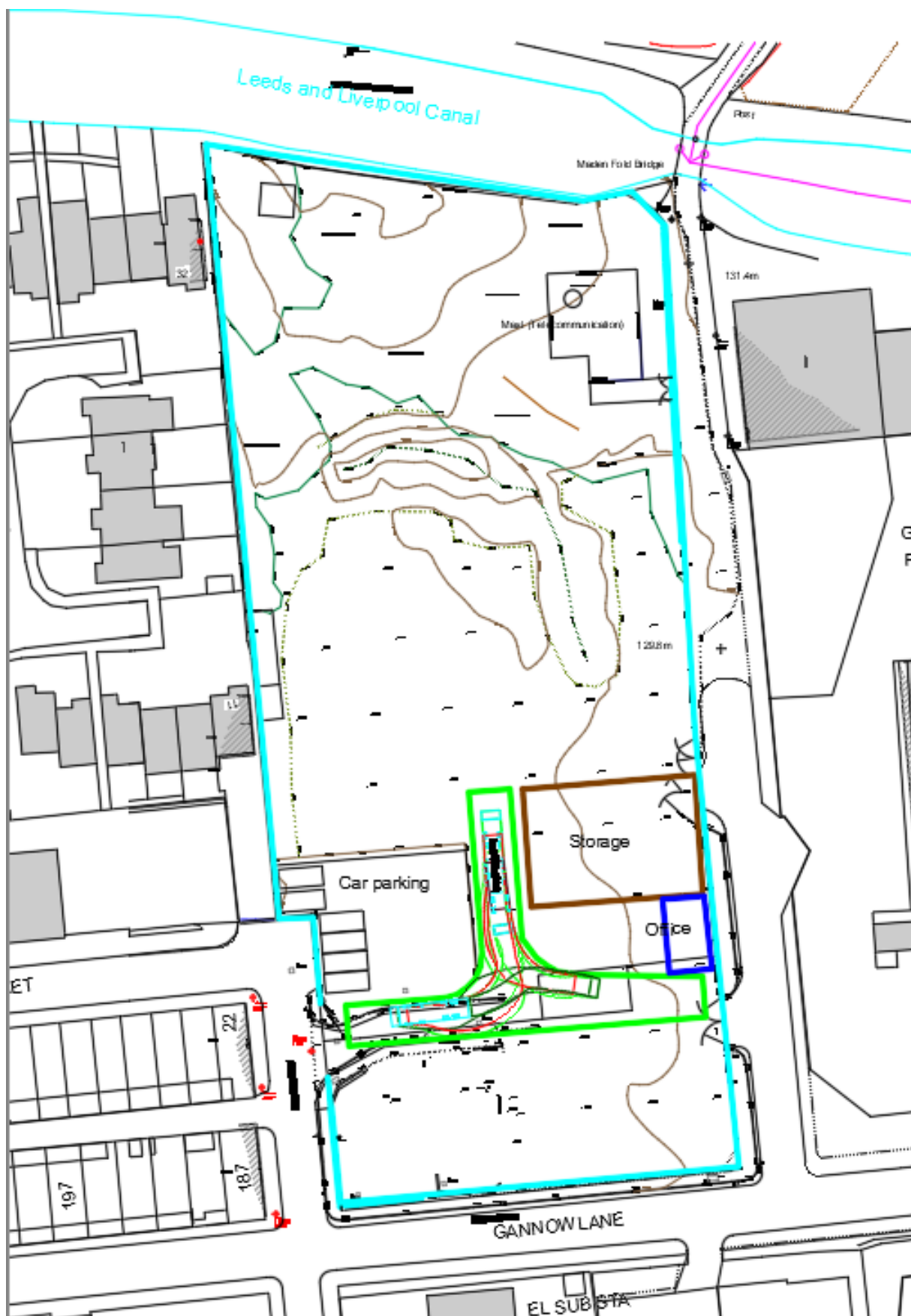
In regard to hours of work at the site, these will be confined to the following hours:

- Monday to Friday 0800 to 1830
- Saturday 0900 to 1330
- Sunday or Bank Holiday No work allowed

The above excludes any necessary emergency call outs to the site in the case of safety, fire or other requirement that may necessitate emergency measures to take place out of these hours.

16.0 Concluding Remarks

- 16.1.** The measures outlined above and as required by the planning condition should ensure that the development proceeds in a good neighbourly and environmentally friendly fashion. It is not anticipated that these works will create any undue environmental nuisance as there are no works of demolition, burning, shot blasting or need for chemical use that will cause disturbance. Any such processes are in any event subject to separate environmental controls and regulations for which separate statutory bodies are responsible. These works are straight forward and subject to the developer operating sensibly by the simple measures here suggested, there should be no undue disturbance to the environment.



Construction traffic route to and from site

